

3. PLANNING AND POLICY CONTEXT

This section provides an overview of planning and policy documents of Fremont, Alameda County and adjacent jurisdictions that are relevant to the Bicycle Master Plan.

3.1. CITY OF FREMONT GENERAL PLAN

The City of Fremont's General Plan (1991) provides a set of directives and guidelines regarding future development in Fremont. The General Plan contains maps showing existing and proposed land uses within the City planning limits. **Figure 3-1** shows the Fremont General Plan Land Use Diagram. While there are no significant proposed changes of land use in Fremont, major planned projects include the following listed in **Table 3-1**.

Table 3-1
Index of Currently Planned Projects in Fremont

Project Address	Type of Use
Centerville Unified	Retail/Residential
Mission Villas	Residential
Walnut and Mission Boulevard	Residential
990 Washington Boulevard	Residential
Fremont Recycle & Transfer Station	Industrial
43250 Grimmer Boulevard	Industrial
Pacific Commons—Automall 880	Retail/Office
Washington West Retail—Paseo Padre/Mowry	Retail/Service
Walmart—3045 Skyway Court	Retail

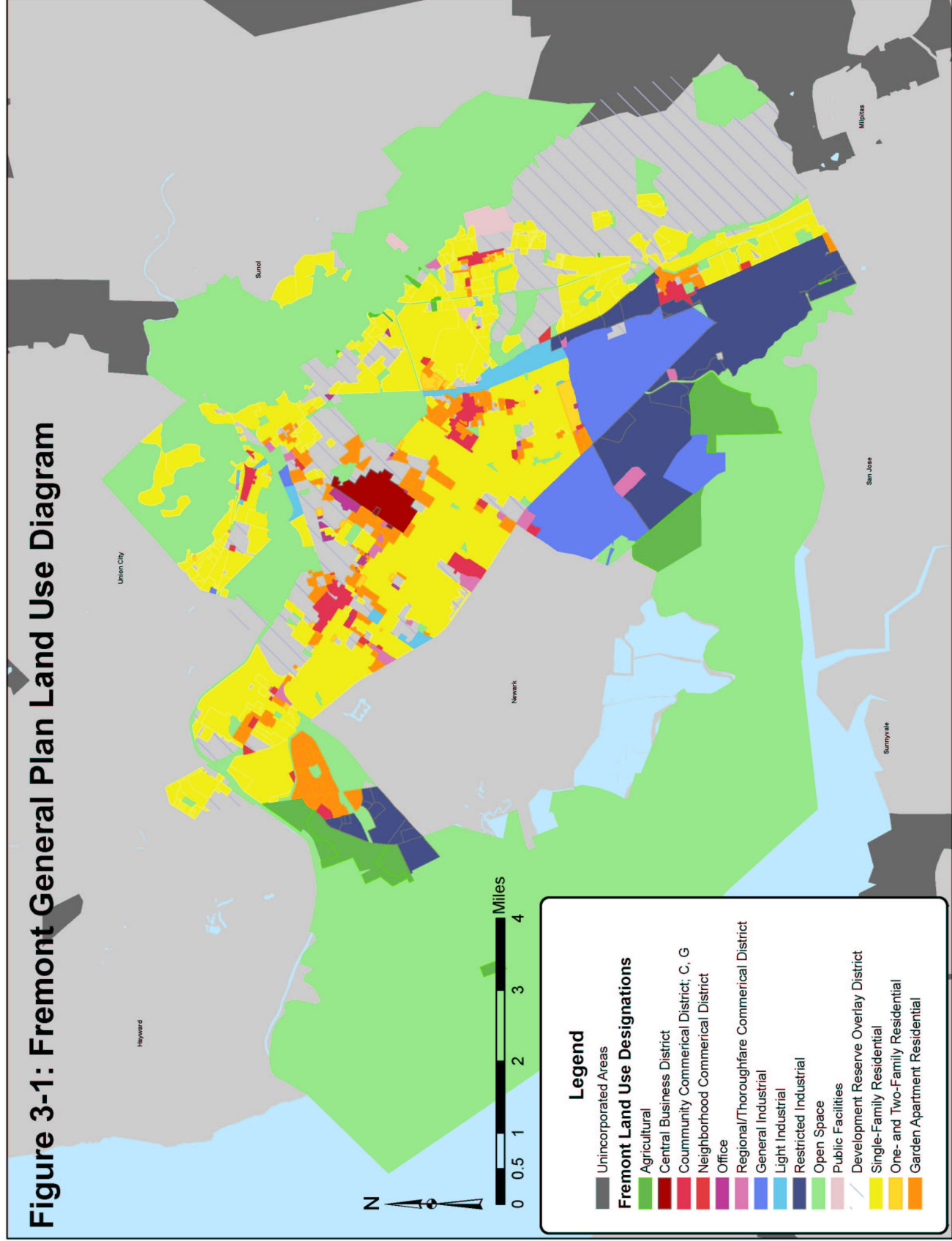
*Source: City of Fremont website: <http://www.ci.fremont.ca.us/Business/MarketProfile/default.htm>
September 2004.*

3.1.1. Transportation Chapter

The Transportation Chapter (Chapter 8) of the Fremont General Plan provides a discussion of a number of bicycle related issues. Goals, objectives, and policies of the General Plan related to the development of bicycle facilities include the following:

Goal T 1: Efficient use of roadway system to provide convenient travel, reduce congestion, and improve air quality.

Objective T 1.4: A reduction (from 1990 levels, adjusted for growth) in the percentage of single occupant automobiles in traffic at peak times to high employment areas.



Policy T 1.4.1: Establish a program encouraging the use of transit, ridesharing and other alternatives to commuting by single occupant vehicle.

Objective T 1.5: Participation in efforts to reduce regional traffic congestion.

Policy T 1.5.2: Work with other jurisdictions to develop solutions to regional congestion.

Implementation Program II-12: The City shall review the potential bicycle-related improvements identified in the General Plan. Potential improvements in the General Plan or others identified by the City that are found to be feasible and desirable shall be incorporated into a Bicycle-Related Improvements Program.

Goal T 2: Convenient alternatives to the automobile to conserve energy, reduce congestion, improve air quality and provide a variety of transportation choices to meet a variety of needs.

Objective T 2.3.: Easy transfer from one type of transportation to another to promote the use of alternatives to the automobile.

Policy T 2.3.1: Encourage inter-transit agency coordination to facilitate interconnections.

Implementation 1: Work with public and private transit providers to coordinate their schedules and ticketing.

Policy T 2.3.2: Provide facilities for transfers between different types of transportation.

Implementation 1: Determine the need for additional or expanded Park and Ride lots. Work with CALTRANS to identify additional sites. Consider alternative City actions to assist CALTRANS in providing these facilities.

Implementation 2: Encourage AC Transit to modify the bus staging area at the current Fremont BART station site to facilitate time transfers.

Implementation 3: Encourage future rail transit facilities to include inter-modal transfer facilities. Consider alternative City actions to assist in providing for such facilities.

Objective T 2.4: A safe and convenient bicycle network that facilitates bicycle travel for commuting to work, school, shopping and for recreation.

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Policy T 2.4.1: Complete the bicycle route system identified on the Planned Bicycle Route, Horse and Foot Trails map.

Implementation 1: Develop a priority list for planned public improvements, emphasizing bicycle route connections.

Implementation 2: Periodically review and update bicycle route map to show where improvements have been made, and to identify new priorities.

Implementation 3: Amend street improvement ordinance to require dedication and construction of bicycle routes as indicated on the bicycle system diagram.

Implementation 4: Provide for bicycle safety in the design of interchanges where crossings are shown on the bicycle route diagram.

Implementation 5: Where conflicts arise between critically needed parking spaces and bicycle lanes, consider changing bicycle routes, prohibiting parking during peak hours, or developing off-street parking. If necessary, consider prohibiting parking where it would obstruct bicycle routes.

Policy T 2.4.2: To increase bicycle safety, the bicycle system shall consist of on-road striped bicycle lanes and off-road bicycle trails, whenever feasible.

Implementation 1: Continue use of state standards for construction of bicycle lanes and bicycle trails, at a minimum.

Policy T 2.4.3: Promote bicycle travel.

Implementation 1: Along bicycle routes, provide bicycle route signs that indicate major destinations.

Implementation 2: Make available to Fremont households and businesses an easy to use bicycle route map.

Implementation 3: Continue to maintain adequate sweeping and pavement repairs on bicycle routes.

Implementation 4: Monitor bicycle accident levels and recommend safety improvements where needed.

Implementation 5: Amend the zoning code to require adequate and secure bicycle parking facilities at all new or substantially modified

commercial or industrial development projects, educational and recreational facilities, and transit centers.

Implementation 6: Work with Alameda County, Newark, Milpitas, San Jose and Union City to coordinate bicycle routes.

Implementation 7: Work with ABAG to coordinate connections between Fremont's bike system and ABAG's Bay Trail.

Implementation 8: Consider the establishment of bicycle safety measures, either sponsored by the City or jointly sponsored with the school district or other appropriate organizations.

Goal T 3: Transportation facilities and corridors that enhance the City's identity, and especially its historic, visual and natural resources.

Objective T 3.1.1: Transportation facilities and corridors that enhance community and City identity.

Policy T 2.3.1: Provide street improvements and facilities that enhance neighborhood, district and City identity.

Implementation 3: Transportation facilities and design shall conserve identified historic structures, sites and landmark trees whenever feasible.

Policy T 3.1.2: Require transportation facilities that aesthetically complement their built and natural environment.

Implementation 1: Work with transportation providers like BART to develop station designs which complement the areas in which they are located.

Implementation 2: The BART extension shall be trenched, covered and sound insulated under Central Park and shall be grade separated along with the existing railroad.

Implementation 3: Review proposed transportation facilities in relation to identified wetlands. Identify alternative alignments that would avoid disruption of wetlands and/or mitigations for wetlands disruption.

Implementation 4: Design standards for Hill Planning Area roads shall minimize scarring of the hills and especially the Hill Face, as discussed in the Land Use Chapter.

Implementation 5: Implement policies and program related to Scenic Routes as discussed in the visual character of the area, and the noise environment.

Policy T 3.1.3: City roadway-to-roadway grade separations shall ordinarily not be allowed in historic areas, community commercial centers and residential areas. All grade separations shall be treated with sensitivity to the pedestrian environment, the visual character of the area, and the noise environment.

Implementation 1: Grade separations shall be evaluated for their impacts on the visual character of an area. Facilities for pedestrian and bicyclists shall be incorporated whenever feasible in roadway to roadway grade separated facilities.

3.1.2. Parks and Recreation Chapter

In addition to the bicycle-related goals, policies, and implementation actions identified in the Transportation Chapter, the Parks and Recreation Chapter (Chapter 11) of the General Plan identifies a variety of standards and guidelines that are relevant to this bicycle plan. Specifically, Table 11-2 describes citywide parks standards and guidelines, and includes the following under “Recreational Facilities Guidelines”:

Provide facilities as needed to support the park functions, such as:

- Bicycle parking

Recommendations for bicycle parking are discussed in more detail in Section 3.7, below, in **Chapter 5, Recommended Bikeway System and Improvements**, and in **Appendix A: Bikeway Planning and Design**.

3.2. RELEVANT BICYCLE PLANS

3.2.1. City of Fremont Bicycle and Pedestrian Plan (2002)

The City of Fremont adopted a Bicycle and Pedestrian Plan in 2002. The existing Plan was prepared by city staff to meet 2000 Measure B sales tax funding requirements. The Plan provides recommendations on safe and accessible routes both within and outside the city, and serves as an instrumental guide in obtaining bicycle and pedestrian funding and grants. The plan incorporates design standards developed by the City, State, and Federal governments as well as provides updates on the City’s existing and proposed bicycle and pedestrian facilities. It expands on several of the goals and objectives set forth in the Alameda Countywide Bicycle Plan and allow for a concentrated overview of bicycle and pedestrian related issues as they pertain to the city of Fremont. This Bicycle Master Plan builds upon the existing 2002 plan with a focus on bicycle facilities.

3.2.1.1. *Bicycle and Pedestrian Plan Goals and Objectives*

The goals and objectives of the 2002 bicycle and pedestrian plan include the following. (Note that a set of updated goals and objectives for this Bicycle Master Plan, building upon those below, are provided in Chapter 1.)

- Provide bicyclists and pedestrians safe and accessible routes to all destinations within the City and outside the City, which are served by public roads, trails, transit and rail.
- Promote bicycle and pedestrian safety by providing traffic safety information and offering effective education programs to the public.
- Complete bicycle and pedestrian facilities by closing existing gaps of planned bikeways and walkways and providing projects that improve intermodal connections for bicyclists and pedestrians.
- Include bicycle/pedestrian facilities in all city transportation projects where feasible and appropriate.
- Maintain existing bicycle and pedestrian facilities.
- Encourage installation of bicycle parking at employment sites, schools, shopping centers, rail/transit stations, parks, recreation facilities and City facilities.
- Promote accessibility and mobility for special needs people such as the elderly and the disabled by providing facilities that will assist them in their transportation needs.
- Develop and update biannually a bicycle and pedestrian projects list which satisfies the City's bicycle and pedestrian goals and objectives.
- Design and constructions of bicycle and pedestrian facilities will conform to the guidelines and standards of the City of Fremont, Alameda County, Metropolitan Transportation Commission (Regional), State and Federal Standards.
- Development of the City's bikeway/walkway network will be integrated with outside agencies bikeway/walkway network. Develop a north-south and east-west bicycle corridor within the City roadway network in keeping with the City's commute pattern.
- Continue to identify and apply for public funding sources to finance bicycle/pedestrian facilities, education and safety programs.

3.2.1.2. *Facilities of Regional Significance*

The 2002 Bicycle and Pedestrian plan notes several facilities that are significant to the regional network, including:

1. Bay Trail: Senate Bill 100 (SB 100), passed into law in 1989, requires the nine Bay area counties to make efforts to connect their existing trail to the Bay Trail. The Association of Bay Area Governments currently oversees the implementation plan for the approximately 400-mile cross-county trail.

The Bay Trail is a combination of bikeway and walkway west of Cushing Boulevard.

2. Bay Area Ridge Trail: This is a signed, unpaved multiuse trail for horse, hikers and bicyclists located in the Mission Peak area. There are several connections to the Trail from existing and proposed bicycle system. Portions of the Bay Area Ridge Trail overlap the Mission Peak Trail. The Trail is governed by the non-profit organization, the Bay Area Ridge Trail Council.
3. Niles Canyon Road (SR-84): This proposed Alameda County Bike Route leads to several historical landmarks in the Niles Planning Area and along Niles Canyon Road (Scenic Highway Corridor) and provides a link to the Bay Area Ridge Trail.
4. I-680 Freeway, east of Mission Boulevard: This proposed County Bike Route leads to Sunol Valley and the Mission Peak Regional Preserve. It also provides a link to the Bay Area Ridge Trail.
5. Juan Bautista De Anza National Trail: A segment of this historic trail lies in Fremont from the south on Warm Springs Boulevard and then continuing on Mission Boulevard.

3.2.1.3. Bicycle Projects List

An essential element of the 2002 Bicycle and Pedestrian Plan was development of a bicycle and pedestrian projects list which satisfies the City's bicycle and pedestrian goals and objectives. This list is intended to be updated biannually. In preparing the list, the City attempted to balance allocation of funds for bicycle and pedestrian projects. The projects on the list consist of projects suggested by the public, the Bicycle and Pedestrian Technical Advisory Committee (BPTAC) and the staff. The BPTAC consists of five Fremont Residents and is advisory to City staff. The projects on the list were initially selected and prioritized by staff and the BPTAC. Projects on the list were prioritized according to the following key aspects:

- The project will improve safety, accessibility and connectivity.
- The project is identified on a high demand route or potential for increased demand.
- The project is identified in the City, County and Regional Bicycle/Pedestrian Plans.
- Project readiness will be considered. Proposed projects must satisfy grant funding construction schedule completion requirements.

Following selection and prioritization of potential projects by staff and the BPTAC, the projects were presented to the Bicycle Advisory Committee (BAC) for their review and approval. The City's Recreation Commission is the City's Bicycle Advisory Committee. Following review and approval by the BAC, they were presented to the City Council for final review and approval.

The project list from the 2002 Plan is provided in **Table 3-2**. The projects on the list are projects that satisfy the goals and objectives of this plan and integrate Regional and County bikeway networks with the City's bikeway network. The list includes the construction of bicycle facilities with new City roadway improvement projects to complete gaps in the city's bikeway network. It consists of projects to widen roadways and accommodate bicycle travel. The projects list includes installation of bicycle parking facilities at various locations throughout the City. The list also includes projects to modify signalized intersections in order to improve safety and travel through the intersection. The status of the project as of September 2004 is provided in the right hand column.

This current Bicycle Master Plan effort provides an updated bicycle projects list in **Chapter 5**.

**Table 3-2
Potential Bicycle/Pedestrian Projects Identified in 2002 Plan**

Project Name	Description/Purpose	Status of Project
Bicycle Parking Facilities.	Install bicycle lockers and racks at various activity centers throughout the City.	Optional to install new bicycle parking facilities for new developments. No capitol improvement projects planned for the installation of bicycle parking.
Bryant Street Sidewalk Improvements.	Portions of Bryant and Cedar Street do not have sidewalk, curb & gutter, and driveway. There is an elementary school located on Bryant Street and residents are worried that the area is not safe for children walking to and from MSJ elementary school because they are forced to walk in the street.	Bryant Street Sidewalk Improvement, project account PWC 8487 is under design. Project is funded by Measure B Bike/Ped funds.
Central Avenue bike lane/bike route from Blacow Rd. to Farwell Dr.	Installation of bike lane/bike route signs will be in conformance to the City's General Plan.	Currently, no project is planned to install bicycle lanes or bicycle routes on this section of Central Avenue. BPTAC members believe this is a low priority project.
Civic Center Dr. bike lane/bike route from Mowry Avenue to Stevenson Blvd.	Installation of bike lane/bike route signs will be in conformance to the City's General Plan.	Currently, no project is planned to install bicycle lanes or bicycle routes on this section of Civic Center. BPTAC members believe this is a low priority project.
Cushing Parkway Sidewalk Widening, Westerly of Fremont Boulevard.	As part of a widening project on Cushing Parkway westerly of Fremont Boulevard, the City will be installing sidewalks along the southerly side of Cushing Parkway, bike lanes in each direction. This sidewalk is along the Bay Trail route and as such is being widened to 10 feet from 5 to conform to the trail's requirements.	This project has been completed. Project was completed as part of a Capitol Improvement Project titled Cushing Pkwy Widening-Fremont to Pacific commons, PWC 8423.
East Warren Ave. Sidewalk Construction (S. Side) between 400' east of Navajo Rd. to Yakima Dr. (1,500' in length).	Requested by a Fremont resident. The proposed sidewalk will provide for a pedestrian pathway from a neighborhood to a shopping center west of Rt. 680.	E. Warren Avenue Sidewalk Improvement project is scheduled to begin in 2010. Project is funded by Measure B Bike/Ped funds.
Farwell Dr. to Lemke Pl., Pedestrian/Bicycle Path Improvements	Reconstruct pedestrian/bicycle trail in greenbelt area between a residential development and Kennedy High School.	Project defunded due to City cutbacks. Installations planned in the future.

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Project Name	Description/Purpose	Status of Project
Fremont Blvd. bike lane/bike route between Central Ave. and Thornton Avenue.	Installation of bike lane/bike route signs will be in conformance to the City's General Plan.	Currently, no bicycle lane planned.
Fremont Blvd. bike route/bike lane between Beard Street and Thornton Avenue and from Central Avenue to Mowry Avenue.	Installation of bike route signs will be in conformance to the City's General Plan.	Bicycle Lanes are planned as part of the TFCA grant funds received by the City. Project is under design and going through public review process.
Fremont Boulevard Widening, between Irvington Avenue and Blacow Road.	As part of the street widening project on Fremont Boulevard between Irvington Avenue and Blacow Road, the City will install bike lane/bike route signs.	Project is under construction, estimated date of completion is 12/04. Bicycle lanes installed on Fremont Blvd. from Adams to Blacow.
Gomes-Central Park Pedestrian Path and Railroad Crossings	The project will construct a pedestrian and bicycle path from Gomes Park to Central Park. The path will include 1 at-grade railroad crossings with signals.	Project funded by Measure B funds. Project on hold and design expected to begin in 2006.
Grade separation improvements.	Bicycle/Pedestrian facility improvements at grade separation project locations.	Currently no projects planned.
In-Roadway Warning Lights at crosswalk locations.	Staff is evaluating the intersection of Peralta Blvd. and Acacia Street and other locations for the installation of "In-Roadway Warning Lights" at crosswalk locations. Lights embedded in the roadway will warn motorists of pedestrians crossing.	Project cancelled. Staff does not support the use of these devices.
Intersection Ramps/ADA Improvements.	Construct ramps at various locations throughout the City in order to provide accessibility and connectivity within the public right-of-way to adjacent developments.	Sidewalk ramps installed in 2002 as part of TDA Article 3 funded projects. Installations planned in the future, project is considered a medium priority projects.
Kato Road Widening, between Warren Avenue and Milmont Drive.	As part of the road widening project on Kato Road, between Warren Avenue and Milmont Drive, the City will install bike lanes.	Project defunded in 2003 due to City cutbacks. Construction was originally scheduled to begin in 2003-04 fiscal year.
Kato Rd. Sidewalk Improvement, from Warm Springs Blvd. to a point 3000' west.	Sidewalk construction requested by a manufacturing company. Sidewalk construction would provide sidewalk connection to adjacent developments along Kato Rd.	Currently no project is planned. This project is low priority.

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Project Name	Description/Purpose	Status of Project
Maintenance of existing bicycle and pedestrian facilities.	Maintenance of existing bike/pedestrian facilities will include restriping, replacement of missing or damaged signs, trimming of plants, pavement repair, traffic signal repair of bicycle and pedestrian devices.	2004-05 TDA Article 3 grant funded project to restripe existing bicycle lanes and to update existing bicycle signing at various street sections throughout the City. Project is estimated at \$121,000
Mowry Avenue bike lane/bike route, between Mission Blvd. and Blacow Rd.	Installation of bike lane/bike route signs to fill gaps on Mowry Avenue between Blacow Rd. and Mission Blvd. Proposed project is in conformance to the City's General Plan.	Currently, no restriping project planned. Project can be evaluated as part of the Bicycle Master Plan Project.
Osgood Road Street Improvements, between South Grimmer Boulevard and Washington Boulevard.	As part of the street improvements project on Osgood Road between South Grimmer and Washington Boulevard, the City will be installing bike lanes and sidewalks on each side, 4 veh. Lanes and a 2-way left-turn lane.	Project under review by Caltrans, construction estimated to begin June 2006.
Paseo Padre Parkway bike lane/bike route, from Washington Blvd. to Driscoll Rd.	Installation of bike lane/route signs will be in conformance to the City's General Plan.	Currently, no plans for a project. BPTAC considers this a low priority project and it would be difficult to remove on street residential parking to accommodate new bike lane.
Paseo Padre Parkway Bike Route signs near Grimmer.	SB Paseo Padre Parkway near Grimmer is signed bike route but NB has no bike route signs. Installation of bike route signs will be in conformance to the City's General Plan.	Project will be incorporated in the 2004-05 TDA Article 3 grant funded project to restripe existing bicycle lanes and to update existing bicycle signing. Project cost s estimated at \$121,000
Paseo Padre Parkway vehicle lane and bicycle lane restriping project from Decoto Road to Thornton Avenue.	Modify bicycle lanes along Paseo Padre in order to provide for wider bike lanes.	Project currently in design, estimated completion of project is October 2005.
Pedestrian/Bicycle Trail from Von Euw Common (Pvt. St.) to Alameda Creek Trail.	Public idea to pave pedestrian/bicycle trail from Von Euw Common to the Alameda Creek Trail.	Currently, no plans for a project. Project would require obtaining easements or right of way from East Bay Regional Park, UPRR and private property owner.
Sidewalk Construction	Provide sidewalk connections to activity centers, transit and rail stops.	Project locations need to be identified.
Sidewalk Repair Program.	The City has a concrete repair program to replace or repair damaged or lifted sidewalks. The program currently has insufficient funds to finance repair or replacement of all locations in the City.	No projects planned.

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Project Name	Description/Purpose	Status of Project
Stevenson Boulevard Widening, between Gallaudet Drive and Mission Boulevard.	As part of the street widening project on Stevenson Boulevard, between Gallaudet Drive and Mission Boulevard, the City will install bike lanes.	Project in construction. Construction to be completed in 2005.
Traffic signal improvements and modifications pertaining to bicycle/pedestrian facilities.	Improvement of signalized intersection as it pertains to bicycle and pedestrian operations. Possible projects would be installation of standard pedestrian signals, audible peds, bicycle detection, timing and signal operations evaluation.	Pedestrian standard signal project planned for 2006-08 (funded by Measure B). Traffic Signal bicycle detection project (funded by TDA Article 3 funds). Project design to begin 10/04 and to be completed by 10/05.
Warm Springs Blvd. bike route, between Auto Mall Parkway and Reliance Way.	Installation of bike route signs will be in conformance to the City's General Plan & Alameda County Bicycle Plan.	No projects planned.
Warm Springs Blvd. bike route signs, from Mission Blvd. to Mission Ct.	SB Warm Springs Blvd. is signed bike route but NB has no bike route signs. Installation of bike route signs will be in conformance to the City's General Plan.	No projects planned.
Warm Springs Blvd. Widening, from Corporate Way to South of Brown Rd.	In order to improve access to the proposed Warm Springs BART Station, Warm Springs will be widened. Consider installation of Bike Route signs or bike lane installation as part of the project.	Project will be incorporated in the BART Warm Springs Project or street Capitol Improvement Project.
Washington Boulevard Improvements, between Olive Avenue and I-680.	As part of a widening project on Washington Boulevard, the City will be installing bike lanes and sidewalks along the stretch between Olive Avenue and I-680.	Part of the City's Capitol Improvement Project, project currently in construction. Estimated time of completion is in Spring 2005.
UPRR corridor between Stevenson Boulevard and the southern city limits, near Kato Road	This trail poses the opportunity to establish a baseline trail that could connect to the Alameda Creek Regional Trail and extend the trail to southern Fremont.	The City of Fremont is investigating grant programs that may fund this study.
The Bay Trail Alternative Alignment that includes bicycle lanes and a separate bicycle and pedestrian path along a section of Fremont Boulevard.	An alternative alignment would be closer to the Bay.	As of September 2004, the City of Fremont staff is investigating grant programs to assist in funding this study.
A shoulder widening on Fremont Boulevard between Decoto Road and Tamayo Street.	The shoulder area is on the east side of Fremont Boulevard and is within Caltrans right of way and will require an easement.	The City is currently in discussion with Caltrans to determine if they will allow this project within their right of way.

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Project Name	Description/Purpose	Status of Project
Development of a bicycle and pedestrian trail on Hetch Hetchy Right of Way, beginning at the Fremont/Milpitas border and ending at Warren Avenue	This project is in accordance with the General Plan.	The City of Fremont is investigating grant programs that may fund this study.

3.2.2. Alameda Countywide Bicycle Plan

The Alameda Countywide Bicycle Plan, developed by Alameda County Congestion Management Agency, was adopted in 2001 with the following goals:

- Create and maintain an inter-county and intra-county bicycle network that is safe, convenient and continuous.
- Integrate bicycle travel in transportation planning activities and in transportation improvement projects.
- Encourage policies and actions that foster bicycling as a mode of travel.
- Improve bicycle safety through facilities, education and enforcement.
- Maximize the use of public and private resources in establishing the bikeway network.

As part of the plan effort, Alameda County established a Bicycle Task Force to be responsible for overseeing the goals and objectives set forth in the Alameda Countywide Bicycle Plan and producing a list of proposed projects that will create and maintain an inter-county and intra-county bicycle network that is safe, convenient and continuous. The plan includes a designated countywide network of bike paths, lanes and routes, and specific “cross-county corridors.”

Within Fremont, Cross County Bicycle Corridors identified in the Alameda Countywide Plan include:

- San Francisco Bay Trail
- Alameda Creek Trail
- Niles Canyon Road
- I-680 (east of Mission Boulevard)
- Mission Boulevard
- Washington Boulevard
- Warm Springs Boulevard
- Osgood Road

- Grimmer Boulevard
- Paseo Padre Parkway
- Route 80: SR-84, Niles Canyon Road

These identified cross county corridors include both existing and proposed segments. In addition to these routes, the plan also suggests that each jurisdiction invest in bicycle maintenance that include signal detector adjustment, replacement of bike route signs, repainting of bike lane stripes and legends, trimming of shrubbery encroaching on bike lanes or trails, and roadway trail sweeping.

3.2.3. Regional Bicycle Plan for San Francisco Bay Area

The Metropolitan Transportation Commission oversees the Bay Area transportation planning and coordination and prepares the Regional Transportation Plan (RTP). In 2001, MTC produced the Regional Bicycle Plan as a component of the 2001 RTP for the San Francisco Bay Area. The Regional Bicycle Plan represents the sustained efforts of MTC staff, the Plan Oversight Committee, local agencies, advocacy groups, and countless dedicated citizens in the Bay Area. The plan, regional in its focus and scope, is intended to be a resource document for Bay Area town, city, and county planners and advocates. It is based on policies and programs and defers to local decision making about specific routes and facilities.

The Regional Bicycle Plan prioritizes bikeway facilities in terms of their significance to the region. Completion of these facilities will not only strengthen the regional network, it will also benefit local areas, such as Fremont, by providing with a more well-connected regional bicycle network. The following are the regional projects that are identified within the City of Fremont:

- The Southern Alameda County I-880 Corridor, Project #9
- The Alvarado-Niles-Niles Canyon, Project #36
- The Auto Mall Connector Trail (Bay Trail)
- Alameda County Bay Trail

These four trails, while not entirely within the City of Fremont jurisdiction, will benefit the City of Fremont by further connecting the existing trails to the regional network.

3.3. FREMONT ZONING ORDINANCE

The following sections of the Fremont Zoning Ordinance contain language pertaining to bicycles:

Section 3-4100, Definition

For the purpose of this chapter, “bicycle” means any device upon which a person may ride, which is propelled through a system of belts, chains or gears and which

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has wheels at least twenty inches in diameter and a frame size of at least fourteen inches. (Ordinance Number 1518, Section 1, 9-14-82)

Section 3-4101, Mechanical Condition

Any bicycle owned and operated in the city by a resident must conform to the requirements of pertinent provisions of the California Vehicle Code as to its safe condition and other specified requirements relating to warning devices such as reflectors. (Ordinance Number 1518, Section 9-14-82)

Section 3-4102, Operation of Bicycles

It shall be unlawful for any person to ride or operate a bicycle in the City of Fremont in Violation of any of the rules of the road as set forth below and as contained in the city and state (California Vehicle Code) traffic laws. (Ordinance Number 1518, Section 1, 9-14-82)

Section 3-4103, Riding on Sidewalks

No person shall ride or operate a bicycle on any sidewalk in the city except as herein specifically. Juveniles under the age of sixteen years, exercising due care and giving the pedestrians the right-of-way, may ride and operate their bicycle upon the sidewalk, except such sidewalks as are in front of schools, stores or building used for business purposes. Persons riding bicycles on sidewalks shall do so in single file. (Ordinance Number 1518, Section 1, 9-14-82)

Section 8-22010, Credit for bicycle and motorcycle parking in commercial and industrial zones

Where bicycle spaces or motorcycle spaces are provided for uses in commercial and industrial districts, parking spaces otherwise required pursuant to section 8-22003 may be omitted in accordance with the following provisions and subject to the following limitations:

- (a) One parking space may be omitted for each eight bicycle spaces provided.
- (b) One parking space may be omitted for each two motorcycle spaces provided
- (c) Bicycle spaces shall measure at least two feet by seven feet and shall be located in groups of four and equipped with locking devices for each bicycle. Bicycle spaces shall be located where access to such spaces is not hampered by physical barriers or parked vehicles.
- (d) Motorcycle spaces shall measure four feet by eight feet and shall be provided with adequate unobstructed maneuvering areas to permit easy access to the space.
- (e) In no instance shall credit for motorcycle or bicycle parking or combination thereof exceed five percent of the total required parking spaces.

3.4. ADVISORY COMMITTEES

3.4.1. Recreation Commission/Bicycle Advisory Committee

The City of Fremont Recreation Commission serves as the formal Bicycle Advisory Committee (BAC) for Fremont. The commission meets and holds work sessions and town meetings as needed. Their role is to review, select and prioritize potential Transportation Development Act (TDA) Article 3 funded projects and to review and approve the City's Bicycle Plan. The BAC meets the TDA bicycle advisory committee requirements established by the Metropolitan Transportation Commission.

3.4.2. Bicycle and Pedestrian Technical Advisory Committee

The Bicycle and Pedestrian Technical Advisory Committee (BPTAC) is an advisory committee on matters pertaining to bicycle and pedestrian issues. They meet on an as needed basis or the third Wednesday of each month and are advisory to staff in the Traffic and Transportation Engineering Section on pertinent bicycle and pedestrian issues.

3.5. MAINTENANCE OF BIKEWAYS

The City provides various services to maintain the City's roadway/bikeway network. The City of Fremont has a street sweeping program and street resurfacing and pavement repair program to keep roadways clear of debris and to keep the pavement surface in good condition. The City's signing and striping crews replace missing signs; trim tree limbs obstructing signs and/or re-stripe faded traffic striping and legends. The City's traffic signal maintenance provides preventative maintenance and regular monitoring of traffic signal operations help bicyclists cross signalized intersections safely.

3.6. BIKEWAY DESIGN GUIDELINES

The City of Fremont follows the Caltrans bicycle design standards as set forth in the Chapter 1000 of the Highway Design Manual, the Manual on Uniform Traffic Control Devices (MUTCD) 2003 and 2003 MUTCD California Supplement. These design standards provide signing and striping details for roadways, trail and intersections. All City bikeways should conform to these standards. In addition, for design issues or planning issues not addressed in the Caltrans Standards or General Plan, City staff would refer to other design guidelines or standards, this would include publications such as the County and Regional Bicycle Plans and Institute of Transportation Engineers recommended practices.

As part of this Bicycle Master Plan, design guidelines for a number of Fremont's specific bicycle facility needs have been developed, such as bike lanes approaching freeway ramps or right turn islands. These design guidelines are located in **Appendix A: Bikeway Planning and Design**, of this plan.

3.7. BICYCLE PARKING

Current City of Fremont zoning codes do not require the installation of bicycle parking facilities for new developments. City zoning code gives credit towards vehicle parking requirements if bicycle parking is installed. Standard practice by City staff is to encourage installation of bicycle parking for major developments.

3. Planning and Policy Context

Although there is no mandatory policy regarding the installation of bicycle parking racks, the City of Fremont's recommendations for the installation of bicycle racks are consistent with the Association of Pedestrian and Bicycle Professionals' (APBP) *Bicycle Parking Guidelines*. Recommended standards regarding the number of bicycle parking spaces required per land use and type of bicycle parking facilities and other bicycle parking issues not addressed in the City Code or State Standards are referred to the Alameda County Bicycle Plan's Guidelines for Bicycle Parking.